

- \* US 258 Truck Route Connector extending from Turnage Street to Fields Street.
- \* Extending existing Pitt Street on the north and south sides to create another north-south crosstown thoroughfare.
- \* Extending existing Vines Street on the east and west sides to promote development.
- \* Fields Street north and east extension to provide additional access to the schools.

In essence, the 1979 Plan, if it were implemented, would be adequate in meeting most of the transportation needs for the future. However, current development trends and design standards warrant a complete reevaluation of all the elements in the 1979 Plan.

#### DEVELOPMENT OF THE THOROUGHFARE PLAN

There are many steps in the development of a thoroughfare plan. There are also many people involved with its development. After an abundance of data is collected and deficiencies in the highway system are determined; a solution must be decided upon. The solution is worked out through a series of meetings with the local government, citizens, and NCDOT. This section presents the sequence of meetings leading to the adoption of the Farmville Urban Area Thoroughfare Plan by the Town of Farmville.

##### 1) July 21, 1992 --- Meeting with Farmville Planning Board

Farmville's growth areas, land use, population, and capacity deficiencies were discussed at this meeting. Several improvements sketched on a rough draft map dated July 21, 1992 resulting from model analysis and the earlier plan were discussed. However the major change in improvements compared to the 1979 Thoroughfare Plan was the US 258 Bypass. US 258 Bypass did not cross US 264 Freeway; it moved closer to the Town Limits; and it merged into Fields Street with Fields Street creating an intersection with the Bypass about 1000 feet away from US 264 Alternate. Crossing US 264 Freeway would mean placing an interchange less than one mile away from another interchange. AASHTO's Policy on Geometric Design states as a general rule, minimum interchange spacing in rural area should be two miles. However, spacing is mostly determined by weaving volumes, ability to sign, and required lengths of speed change lanes. Bringing US 258 Bypass closer to the Town limits serves Farmville internal traffic better and works better in conjunction with its industrial areas. Furthermore, an extra signalized intersection on US 264 Alternate is alleviated when US 258 Bypass is merged into Fields Street.

##### Board Concerns:

US 258 Bypass merging into Fields Street causing intersection congestion.